

BALTIMORE REGIONAL TRANSPORTATION BOARD

October 20, 2023
Baltimore Metropolitan Council
9:12 to 10:28 A.M.

MINUTES

The 358th meeting of the BRTB was called to order at 9:12 A.M. by the Chair, County Executive Johnny Olszewski.

1. MDOT PRESENTATION ON THE DRAFT FY 2024-2029 CTP

Secretary Paul Wiedefeld began by talking about Governor Moore's priorities which include funding challenges and then there will be updates on specific modes. The Maryland Department of Transportation is committed to working in partnership and with transparency throughout Maryland, to advance social equity, environmental protection and sustainable communities. Most importantly, MDOT will build and maintain a transportation network to support physical and economic mobility.

Priorities internally start with safety, where injuries and fatalities are trending up in the current year, likely to be the highest since 2007. To help address this, MDOT is looking across all modes and policies, including the Complete Streets policy that will be updated. The second priority is to preserve the existing network due to the significant investment made. Finally, MDOT will work to enhance the system to drive economic growth. Several key initiatives of this administration is the revived Red Line, talking with AMTRAK to upgrade MARC to include run-through service to Delaware and Virginia and the Frederick Douglass tunnel. MDOT is also working with other state agencies and the private sector to energize underutilized transit stations. Recently two RFPs were released with MEDCO, one is directed at light rail and subway stations and the other at MARC Penn Line stations.

Also important is a resilient network to manage the impacts of climate change, especially with our extensive coastline. MDOT also launched a [Disparity Study](#) for businesses using the Maryland Marketplace – please encourage [businesses to complete the survey](#).

MDOT is also looking to strengthen the partnership with jurisdictions and municipalities, where MDOT acknowledges it could do better. This includes the relationship with the BRTB in areas

such as the how the Carbon Reduction funds will be obligated. The TRAIN Commission is looking at the CTP process to improve transparency and elevate outcomes tied to goals. And a goal is to connect Marylanders to opportunities and manage a balanced portfolio with a transportation network to serve all. The key funding source is TTF, which has many pressures that impact the bottom line. Consider inflation, labor (both costs and vacancies), COVID funds drying up for transit. Sustainability of the current motor fuel tax in view of more efficient vehicles, keeping vehicles longer and the move to electric vehicles. The TTF receives 20% of its revenue from the motor fuel tax. One advantage is the historic opportunity in IIJA to compete for federal funding, particularly discretionary funds, although a match remains. In 2025 there is a shortfall of \$100M to maintain existing facilities. The TRAIN Commission is also involved in this topic. There will be an Interim report by January 1, 2025 with a Final report by January 1, 2025.

Ms. Holly Arnold, MDOT MTA Administrator spoke about the goal of frequent and reliable transit. A few exciting projects, in June the Governor relaunched the Red Line to address a major gap in east west transit service. Maps for 6 alternatives were recently released. In the meantime, expanded travel options are available via the Quick Link 40 to save time. MDOT MTA is replacing the entire train control system – 2 railcars are onsite for testing. They will also be replacing an aging light rail fleet. Customer facing improvements include a major bus electrification effort going into service later this fall. MARC service expansion into Delaware and Virginia. The B&P tunnel will be replaced and Penn Station rehabbed. MDOT MTA has also initiated the MARC Growth and Transformation Plan which morphs service from commuter to regional rail. There is currently a [survey](#) out. The Washington area Purple Line is 58% complete. It is a challenging hiring environment so MDOT MTA is stepping up efforts due to impacts on reliability. MDOT MTA supports LOTS in every jurisdiction. There is a rework of the LOTS formula currently underway and MDOT MTA will partner on the effort.

Mr. Will Pines is still new to the role of Administrator of MDOT SHA but excited about the future. His goal is to advance infrastructure projects that will connect Marylanders to jobs and economic opportunity, with a commitment to building and maintaining a world class multimodal network that is safe and balanced. Safety for users and for work zone employees is top of mind as well as building out new bike and pedestrian facilities. Prioritizing regular maintenance is key and a related effort is an operations campaign to clean up roads. To date this year 280,000 bags of trash this year has been collected – up over last year. There is also a need to review internal processes and assess organizational efficiencies. MDOT SHA is ready to be better a partner to local governments and developers. Earlier this year MDOT SHA launched the first Pedestrian Action Safety Program, a data driven tool to target enhancements to deliver safety. Some corridors in this region with significant investments include: in Anne Arundel County – potential to improve circulation on the Broadneck Peninsula, the pilot on US50/MD 301 ramp management, and the match for state projects from the county. In Baltimore County there is the I-695 TSMO project moving to another segment to deliver safety and reduced congestion, this will be complete during the winter of 2025/2026. The construction phase of MD 139 is starting. In Carroll County construction is underway on the MD 91 bridge replacement, starting for MD 97/MD140/MD 496 is a planning and environmental linkages study. In Harford County there the rehabilitation of MD 161 is wrapping

up and District 4 has checked out the signal at MD 543 and MD 136. They identified a defective sensor impacting traffic cues. District 4 will consider capacity improvement at that location 2024. In Howard County there is construction on US 1 pedestrian improvements that cover actuated signals, crosswalks and sidewalks in 2024. In Queen Anne's County on US 50/301 there is a traffic management pilot and the state was awarded \$12M from FHWA to make safety improvements through innovative technologies in a historically underserved community.

Mr. Wiedefeld closed with some key points regarding other transportation agencies. MDTA continues the \$20M Bay Crossing NEPA process. MDOT MVA delivers fantastic service with 80% of customers seen in less than 10 minutes. MDOT MAA supports the travel and tourism industry which is a critical role, airline passengers at BWI Thurgood Marshall Airport are a t nearly 90% recovery following the pandemic and MAA continues to welcome new airlines for domestic and international travel. MDOT MPA has recorded surging cargo numbers and is engaged in the tunnel project underway to allow double-stack by 2027.

Senator Ferguson asked for clarification about a comment on the TRAIN Commission noting deficit projected for system maintenance? Mr. Wiedefeld noted the many projects in the draft CTP are not funded for construction, such as the Red Line, the American Legion Bridge and the Bay Bridge. He reiterated the deficit is \$2.1B as of today, but will grow as time moves on. MDOT will also be impacted by the WMATA fiscal cliff which is being addressed on a slower timeframe from the CTP.

A BRTB member applauded the transparency and public engagement around the draft CTP and asked what happens next to share the choices for the final CTP. Will there be another round of engagement? Mr. Wiedefeld responded with a yes and encouraged members to share how to prioritize decisions as part of the discussion.

2. PUBLIC PARTICIPATION OPPORTUNITY

There was no one who wished to address the BRTB.

3. OTHER BUSINESS

There was no other business. The meeting ended at 9:28 am.

Members

Holly Arnold, Administrator for Maryland Transit Administration
Calvin Ball, Howard County Executive (Vice Chair)
Chuck Boyd (for Rebecca Flora), Secretary Maryland Department of Planning
Gavin Buckley, City of Annapolis Mayor
Bob Cassilly, Harford County Executive
Chris Hoagland (for Serena McIlwain), Secretary Maryland Department of the Environment
Mike Kelly, Executive Director, Baltimore Metropolitan Council (BMC)
Liz Koontz (for Brandon Scott), Baltimore City Mayor
Mary Lane (for Ed Rothstein), Carroll County Commissioner
James J. Moran, Queen Anne's County Commissioner
John Olszewski, Baltimore County Executive (Chair)
Steuart Pittman, Anne Arundel County Executive
Valeriya Remezova, Federal Highway Administration (FHWA), Maryland Division
Paul Wiedefeld, Secretary, Maryland Department of Transportation (MDOT)

Staff and Guests

Regina Aris, BMC
Melissa Badeker, McCormick Taylor
Matt Baker, SHA Project Development
Monica Haines Benkhedda, BMC
Tony Bridges, Assistant Secretary, MDOT
David Broughton, MDOT
Cindy Burch, BMC
Tyson Byrne, MDOT
Matt Carpenter, Baltimore County Office of Budget and Finance
Jasmine Champion, FHWA Maryland Division
Steve Cohoon, Queen Anne's County Department of Public Works
David Cookson, Howard County P&Z
Bong Delrosario, MDOD
Bill Ferguson, President, Maryland State Senate
Blake Fisher, BMC
Bruce Gartner, Howard County Office of Transportation
Louisa Glazunova, BMC
Kenneth Good, MDOT MTA
Erin Henson, MDOT
Safa Hira, Howard County Executive Office
Dan Janousek, MDOT
Corren Johnson, Baltimore City Department of Transportation
Zach Kaufman, BMC
Talya Kravitz, Greater Washington Partnership
Chris Lehman, SB & Company

Eric Leshinsky, City of Annapolis
Joe McAndrew, Assistant Secretary, MDOT
Ray Moravec, MDOT SHA
Sameer Sidh, Baltimore County Executive Office
Dana Stein, Maryland State Delegate
Mark Anthony Thomas, CEO, Greater Washington Partnership

Respectfully submitted,

Todd R. Lang, Secretary
Baltimore Regional Transportation Board